

MOUTRIE'S
HAVE NEW
VICTOR
RECORDS

The China Mail

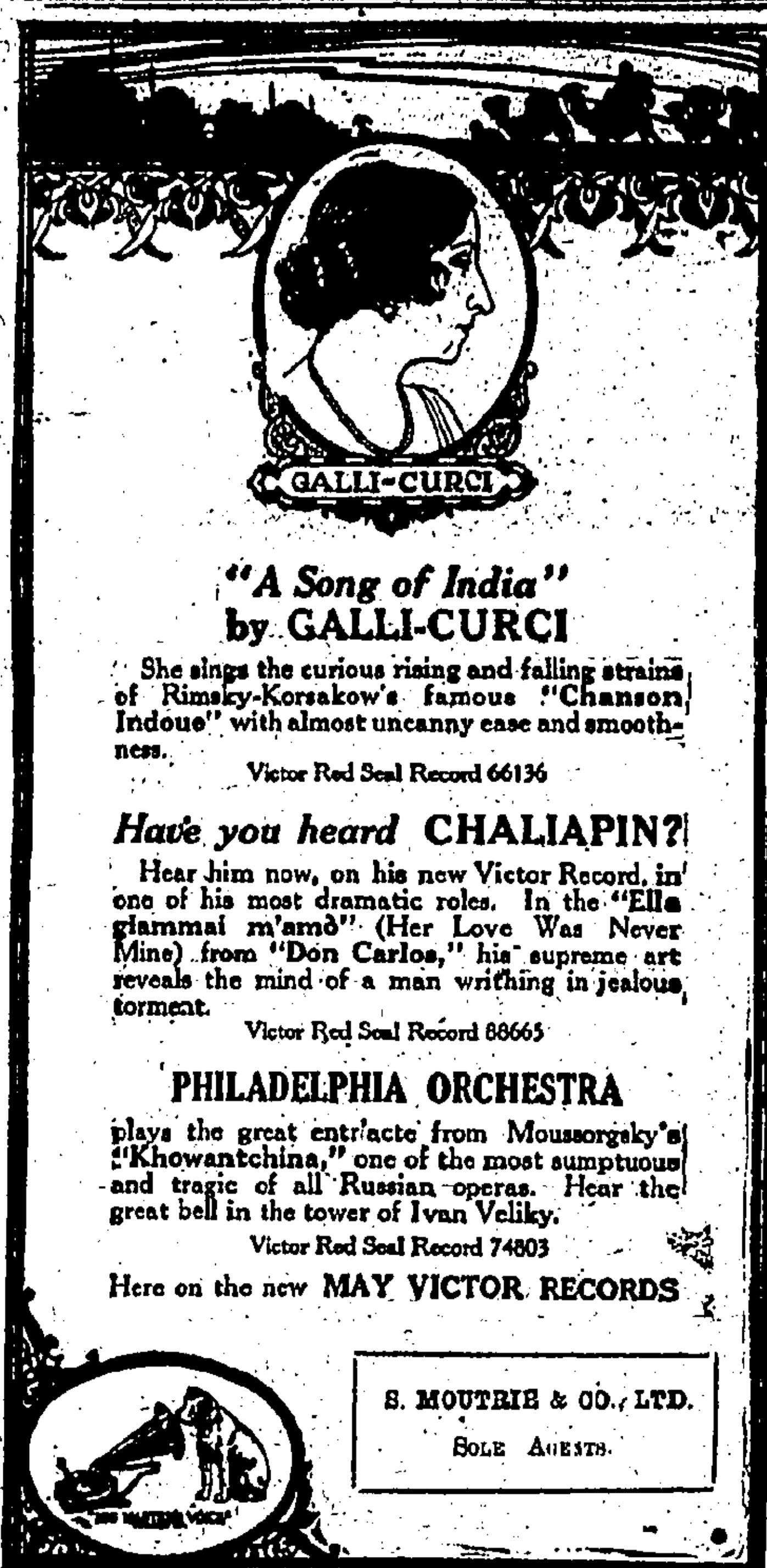
ESTABLISHED 1825

May 30, 1928, Temperature 81.

Barometer 30.74 Rainfall 0.55 inch

Humidity 87 May 30, 1928, Temperature 88,

No. 18889. 三拜堂 號十三月五年三十二日九十一 HONGKONG, WEDNESDAY, MAY 30, 1928 日五十月西文次次年二十圖兩中 PRICE \$3.00 Per Month



"A Song of India"
by GALLI-CURCI

She sings the curious rising and falling strains of Rimsky-Korsakow's famous "Chanson Indoue" with almost uncanny ease and smoothness.

Victor Red Seal Record 66136

Have you heard CHALIAPIN?
Hear him now, on his new Victor Record, in one of his most dramatic roles. In the "Ella giammai m'amo" (Her Love Was Never Mine) from "Don Carlos," his supreme art reveals the mind of a man writhing in jealous torment.

Victor Red Seal Record 88665

PHILADELPHIA ORCHESTRA
plays the great entr'acte from Moussorgsky's "Khovantchina," one of the most sumptuous and tragic of all Russian operas. Hear the great bell in the tower of Ivan Veliky.

Victor Red Seal Record 74803

Here on the new MAY VICTOR RECORDS

S. MOUTRIE & CO., LTD.
SOLE AGENTS

Tel. Central 2813

P. O. Box 530

HAWTHORNE & PEARSON
Ladies' and Gentlemen's Tailors



and

Breeches Makers

St. George's Building, Ice House Street.
(Next door Café Wiseman.)

GINS & LIQUEURS
FROM
ERVEN LUCAS BOLS.

CALOBECK, MACGREGOR & CO., LTD.,
15, Queen's Road Central. Tel. Central 75.

FOOK WENG & Co., Just Opened!
EXPORTER OF

Swatow Drawn-thread Work and Canton Embroidery in finest Quality of silk and linen.
Dealing in Ivory, Brass, Pewter, Cloisonne and Lacquer.
Mandarin Costumes and Shawls are our most popular stocks.
All goods Fresh and Moderate in price.
No. 13 Queen's Road Central, Hongkong.

We are manufacturers of Felt Hats, Straw Hats, Linen Hats, Topes, etc. Manufactured in HONGKONG by the NAM YUET HAT FACTORY

DONNELLY & WHYTE.
WINE MERCHANTS. Tel. Cam. 624.

MEE WAH KNITTING & DYEING CO.
Manufacturers of Woollen Knitwear, Yarns, Worsted, & All kinds of Textiles.
No. 14, Queen's Rd., Tel. Central 1802.
Opposite the Central Hotel - YOUNG FORWARD.

GERMAN FEELER?

REPORTED LONDON MISSION

BRITAIN'S ATTITUDE

(Reuters' Service to the China Mail.)

LONDON, May 29.

Nothing is known in authoritative quarters in London regarding the reported visit to London of three German representatives in order to sound the British Government regarding reparations.

It is emphasised that the British Government's position in the matter is unchanged, and there can be no question of Britain advising Germany regarding an offer acceptable to France and Belgium.

In the question between France and Germany Britain is not interfering, though she is anxious that a satisfactory offer should be made.

BRUSSELS CONFERENCE

BRUSSELS, May 29.

M. Poincaré has informed the Belgian Foreign Minister, M. Jaspar, that he will come to Brussels on June 6, for Franco-Belgian discussions of reparations.

PAYING THE PIPER

PARIS, May 29.

The Chamber of Deputies Finance Committee is being asked to approve supplementary credits of 35,000,000 francs for Ruhr operations in June, of which 12,000,000 francs are for the railway ridge. The remainder is for military expenditure, exclusive of 12,000,000 francs normal cost of maintenance.

The total special Ruhr credits for the six months is 257,000,000 francs.

THE MAILED FIST

PARIS, May 29.

The French Chamber of Deputies accepted the Ruhr credits after strong criticism by M. Tardieu of the inadequacy of the military organisation and the incompleteness of the blockade and the unsatisfactory results of the occupation. M. Tardieu advocated a more forceful policy. The premier repudiated the allegations.

DYEWORKS HANDED BACK

LONDON, May 29.

Reports from Berlin announce that the French have evacuated the Hoechst dyeworks and work has been resumed.

The French occupied the big dyeworks at Hoechst on May 14. The workers were forbidden to enter the factory, and a state of siege was proclaimed in the town.

BRITAIN'S GREAT EVENT

LATEST DERBY BETTING RATES

TOWN GUARD FAVOURITE

LONDON, May 29.

The betting for the Derby is as follows:

Town Guard	4-1
Pharos	7-1
Elian Gowen	8-1
Papyrus	10-1
Mylord	100-7
Legality	100-7
Knockando	20-1
Bold and Bad	25-1
Twelve Pointer	33-1
Tranquill	33-1
Roger de Busi	33-1
Parth	33-1
Doric	50-1

[The betting for the Derby, a month ago, according to the Home papers was as follows:-]

100-14 agst Town Guard	Gilpin.
8-1 — Papyrus	B. Jarvis.
100-9 — My Lord	Morton.
100-6 — Drake	Conrrill.
18-1 — Legality	R. Dawson.
18-1 — Twelve Pointer	Perse.
20-1 — Light Hand	Taylor.
20-1 — Parth	Crawford.
25-1 — Hurry Off	Perse.
33-1 — Bold and Bad	Taylor.

[The following is the complete list of horses left in the Derby after the declaration of forfeits in mail week:- Apron, Black Prince VII, Bold and Cad, Canova, Carbonaro, Celer, et Audax, Chonaco, Clarendon, Cos, Count Tracy, Delhi, Gold, Doric, Drake, Drapane, Duncan Gray, Ellangowan, Fan-tomas, Farndon Bridge, Free, Fron, Frize, Fria, Friar's Melody, Greek Bachelor, Hatchford, Helias, Her, Henry of Inkerman, Invercauld, Jervio, Keppelstone, King of the Leopard, Kinnaird, Knockando, Lackham, Lady Martisburg, Lily, Legality, Legend, Light Hand, Limenos, Living Machine, Mankato, Marcelline, Mebos, Military colt, Mildmote, Mongoo, My Lord Nicator, Pala, Papyrus, Parth, Patras, Phason, Phraon, Poffett, Portus, Portus, Puma, Purim, Roger de Busi, Rosewing, Safety Fire, Salazar, Schlegel, Scaldio, Scyphion, Star, Star Scraper IV, Soldat, Star Chamber, Strephon, Sun's Way, Swindery, Syork, Tarpin, Teresian, Topboot, Tox, Tox, Tolonia, Tonawene, Town Guard, Trajanus, Trampoli, Ticky, Aunt Tudor King and Twelve Pointer.]

TERRELL EARTHQUAKE

THOUSANDS KILLED

ALLAHABAD, May 29.

The震灾烈度 of 7.5 on the Richter scale has killed thousands of people and several villages have been devastated.

MORE GERMAN RIOTS.

SAXONY SITUATION SERIOUS.

UNEMPLOYED DISORDERS.

(Reuters' Service to the China Mail.)

BERLIN, May 29.

Although the Government of Saxony denies that there have been disorders at Dresden, Berlin newspapers' despatches describe the situation there as serious. They say that the unemployed tried to storm the police headquarters last night with several casualties.

The unemployed also demanded the closing of the opera house, but withdrew when the directorate promised to give 300,000 marks to the unemployed fund to which the municipality granted 500,000,000 marks. Shops and restaurants are closed owing to fear of being plundered.

HOME COUNTY CRICKET

MANY UNFINISHED MATCHES.

LONDON, May 29.

The MCC's match was drawn. Johnson, in the MCC first innings made 103.

Surrey won on the first innings. The Sussexite, A. E. Gilligan, secured a hat trick in the second innings, taking 3 for 14.

Cambridge won on the first innings. For Midsex Hendren in the first innings made 105.

Derby won on the first innings. The Derbyites Morton took 7 wickets for 45 in the first innings.

Notts won by ten wickets. Richmond (Notts), took 6 for 59 and 5 for 36.

Hampshire won on the first innings. Kennedy (Hants), in the first innings took 7 for 40.

Yorkshire won on the first innings. Rhodes took 6 wickets for 37 in the first innings.

AMERICA'S STATE SHIPPING

BILLION DOLLAR OFFER.

WASHINGTON, May 29.

Mr. Lasker, President of the Shipping Board says it would be delightful if investigation proved that the billion dollar offer for the merchant fleet proved bona fide. He pointed out that the sum was nearly thrice the present inventory value. No cash deposit or other guarantees had accompanied the bid.

The Shipping Board has received a definite, but informal offer to purchase the entire active portion of its merchant fleet. It is stated that the amount offered is about a billion dollars, and it is asserted that the group making the offer has the highest financial standing.

BELGIAN RAILWAY STRIKE

TROUBLE STILL SPREADING.

BRUSSELS, May 29.

The railway strike is still spreading. The signalmen at Liege and the locomotive workers at Tournai have struck, but the telegraph and telephone employees at Antwerp have resumed work.

[Earlier cables reported that the strike of railwaymen, postal workers and other State employees was spreading.]

PACIFIC NAVAL BASE

LENGTHY UNDERTAKING.

LONDON, May 29.

In the House of Commons Mr. C. W. Darbishire asked what was the shortest possible time in which the Naval Base at Singapore could be constructed.

Lieut. Comdr. Eyes-Monsell, Parliamentary Secretary to the Board of Admiralty, replied that pending the result of preliminary work, and investigation it would be impossible to give a precise date.

TREATY WITH TURKEY.

OVERTURES TO AMERICA.

WASHINGTON, May 29.

The Government denies categorically that Mr. Grew, the American Minister to Switzerland, suggested the commercial treaty to Turkey. On the contrary, the proposal came from Turkey. Definite negotiations are improbable until the broader Lane-Sanne problems have been settled.

IRELAND'S RESPITE.

REBELS CRASH FIRE.

LONDON, May 29.

Mr. de Valera's Publicity Department announced that an order was given by anti-treaty rebels on May 26, to burn down the Republican army on May 24.

THE DOLLAR.
To-day's closing rate 2/3 15/16
To-day's opening rate 2/4 15/16

SOLE MERCHANTS
OF CHINA LTD.
604 Agents.

Summer Weight
Golf Hose

Specially made for us of fine light weight yarn that has no superior for looks and hard wear resistance. A splendid selection in shades of Grey, Fawn, Green and Brown. \$4.00, \$5.50, \$6.00, \$8.00 per pair.

MACKINTOSH
a co. ltd.
Men's Wear Specialists.
Alexandra Building.
Des Voeux Road.

Have you noticed how the cockroaches are increasing again? That is because you are not using

FLETCHER'S BEETLE VIRUS.

You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are

Tel. C. 345. FLETCHER & CO., LTD. Tel. C. 345.

THE PHARMACY.

Glaxo lays for Baby a firm foundation of sturdy health

A suitable form of milk is the only food for a baby up to 9 months, and Glaxo is pure cow's milk made safe and suitable for Baby by the Glaxo Process. It contains NO starch, NO flour, NO milk.

Glaxo is a complete food for Baby,

LAMMERT BROS.

AUTOMOTIVE, APPLIANCE
AND SURVEYORS.
Public Auctions

The Undersigned have received instructions to sell by Public Auction,

THURSDAY, May 31, 1923,
commencing at 11 a.m.,
at their Sales Rooms, Duddell Street,

1 H. P. Marine Engine
1 7 H. P. Marine Engine
1 8 H. P. Marine Engine
100 Spark Plugs
25 Regal Talc Colour Paint
One Scale
One Sewing Machine
And

A Quantity Miscellaneous Goods,
comprising Dress materials, Twinnings,
Embroidery, Laces, etc., etc.
Terms—Cash on delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, May 20, 1923.

ON
THURSDAY, July 12, 1923,
commencing at 3 p.m.,

at the old premises of the Hongkong
Electric Co., Wing Fung Street,
Wanchai,

Two (2) 450 B. H. P. Diesel Generators complete with alternators & excitors
Three (3) 300 B. H. P. Diesel Generators complete with alternators & excitors
Two (2) 250 K. W. Steam alternators complete with excitors and switchboards

One (1) Babcock & Wilcox water tube boiler complete with fittings and chain grate stoker

One (1) Yarrow type boiler complete with fittings

Two (2) 50 K. W. Alternators (without engines)

One (1) Main Switchboard consisting of machine panels and feeder panels

One (1) Duplex Feed Pump

Three (3) Beemn & Froude type water coolers

One (1) Lot of steel steam pipes and valves

Two (2) Sulzer pumps

Three (3) Albany Notary pumps

Three (3) Fans for cooling towers and

Three (3) motors for same

One (1) Water tank

One (1) 120 Gallon oil tank

One (1) Set of spare gear for Diesel Engine consisting of 251 items

One (1) 10 ton Travelling crane and

A Large Quantity of Structural Steel work on the premises

Now View.

For Further Particulars and terms of Sale apply to the Undersigned.

LAMMERT BROS.,
Auctioneers

Hongkong, May 23, 1923.

THE CHINA INDUSTRIAL
CO'S STORE.

35 Wing Lok Street,

Opposite World Theatre.

THE WATER SUPPLY.

Level and Storage of water in reservoirs
on the 1st May 1923.—
CITY AND HILL DISTRICT WATER WORKS
LEVEL.

	1922.	1923.
System 40 ft. Deep	27 ft. 11 in. Below overflow	
System 20 ft. Deep	29 ft. 0 in. Below overflow	
System 10 ft. Deep	24 ft. 10 in. Below overflow	
System 4 ft. Deep	22 ft. 0 in. Below overflow	
Waterworks Reservoirs	7 ft. 8 in. Below overflow	
Gasometer	22 ft. 0 in. Below overflow	
Reservoirs, 15 ft. 0 in.	23 ft. 10 in. Below overflow	
Reservoirs, 10 ft. 0 in.	23 ft. 10 in. Below overflow	
Storages in Gallons and Millions of Gallons	1,125,000	1,125,000
Gas	110	117
Steam Powerhouse	56,732	58,212
Waterworks Reservoirs	1,125,000	1,125,000
Gasometer	4,78	4,88
Reservoirs	4,12	4,12
Total	998,84	991,15

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

	1922.	1923.
Consumption	1,125,000	1,125,000
Gasometer	56,732	58,212
Gasometer population	501,400	502,750
Consumption per head	2.0	1.97
Waterworks Reservoirs	1,125,000	1,125,000
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|--|--|

INTIMATIONS.

HONGKONG HIDE & LEATHER CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Hongkong Hide & Leather Co., Ltd., will be held at 67/69 Des Voeux Road Central, Victoria, in the Colony of Hongkong, TODAY (WEDNESDAY) the 30TH DAY OF MAY, 1923, at 12 Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting at the Company held on the 14th day of May, 1923, will be submitted for confirmation as a Special Resolution, namely:—

A.—That 51,050 of the unissued shares of \$10- be divided into 129,140 shares of \$1- each.

B.—That the Capital of the Company be divided into two classes of shares namely 48,344 ordinary "A" shares of \$10- each and 120,10 ordinary "B" shares of \$4- each and that the provisions thereto have effect, that is to say:—

(1) The ordinary "A" shares aforesaid shall be those shares which are numbered 1 to 48,343 inclusive and one additional \$10- share which if and when issued shall be numbered 48,344.

(2) The ordinary "B" shares aforesaid shall be those unissued shares of \$1- each which will, when issued be numbered 48,345 to 177,180 inclusive.

(3) The said ordinary "B" shares shall as from the date or dates of issue fully paid rank equally with the said ordinary "A" shares as regards dividend transmissibility conference of rights to vote and distribution of assets in the event of winding up.

(4) If the Company shall be wound up the surplus assets shall be distributed as nearly as may be among the members in proportion to the number of shares held by them at the commencement of the winding up. But this clause is to be without prejudice to the rights of the holders of shares issued upon special terms and conditions.

C.—That the Articles of Association be amended by the deletion of clauses 107 and 128 thereof.

D.—To consider the election of and to elect further Director or Directors.

By Order of the Board,
E. PEPPERL,
Acting Secretary.
Hongkong, May 16, 1923.

THE "STAR" FERRY COMPANY, LTD.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF THIS COMPANY will be held at the Office of Messrs. JARDINE, MATTHESON & CO., LTD., on THURSDAY, the 31st MAY, 1923, AT NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1923.

The Shares of the Company will be CLOSED from Friday the 25th May 1923 to Thursday the 31st May 1923, BOTH DAYS INCLUSIVE.

By Order of the Board,
W. S. BROWN,
Secretary.

Hongkong, May 16, 1923.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. JARDINE, MATTHESON & CO., LTD., Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 14th day of June 1923, at 11.30 o'clock in the forenoon when the subjoined Resolutions which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on FRIDAY, the 25th day of May 1923, will be submitted for confirmation as Special Resolutions:—

1. That each of the existing 50,000 fully paid up shares of \$100 each constituting the Company's present Capital of \$5,000,000 be divided into four fully paid up shares of \$25 each so as to make such Capital of \$5,000,000 consist of 20,000 fully paid up shares of \$25 each.

2. That after the division aforesaid, the Capital of the company be increased from \$5,000,000 consisting as aforesaid to \$10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 new shares of \$25 each—40,000 of such new shares to be issued and allotted in accordance with clause eight of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate Limited, duly approved at an Extraordinary General Meeting of the Company held on Thursday the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

Dated this 26th day of May 1923.

By Order of the Board,
I. S. GREENHILL,
Secretary.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING will be held (weather permitting) at Happy Valley, on SATURDAY, June 2nd, commencing 3.30 p.m.

The Charge for admission to the Public Enclosure will be \$1-.

Soldiers and Sailor in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the members' enclosure, tickets for whom can be obtained from Messrs. Linstedt & Davis at \$1- each up to FRIDAY June 1st.

The Stewards invite the Ladies of Hongkong to be present.

Hongkong, May 19, 1923.

VICTORIA RECREATION CLUB.

THE Committee of the Victoria Recreation Club are pleased to open the Club Bath for the use of the Ladies of the Colony, Boys and Navy and Army on the following days and times:—

LADIES Monday 2 to 4 p.m.

Wednesday 6 to 8 a.m. 2 to 4 p.m.

Friday 2 to 4 p.m.

SERVICES Tuesday and Thursday.

2 to 4.30 p.m.

BOYS Tuesday, Thursday and Saturday (except Public Holidays) from 6 to 8 a.m.

(The number of boys will be limited to 50 and tickets must be obtained on the 1st, 2nd or 3rd of each month.)

1ST NIGHT PETE will be held on FRIDAY, the 1st June, 1923, commencing at 9 p.m. The Brunswick Studio Dance Orchestra will be in attendance. Entries for Ladies, Boys and Girls' Races should be received by WEDNESDAY, the 30th inst. 6 p.m.

Admission \$1. Reserved Seats \$2. Members, Sailors and Soldiers Half Price.

PEAK TRAMWAYS CO., LTD.

TIME TABLE

WEEK DAYS

7.00 a.m. 7.10 a.m.

8.30 " 8.00 " Every 15 Minutes

8.20 " 10 " Stopping

8.30 " Non Stop

8.47 " Non Stop

8.54 " Non Stop

9.04 " Non Stop

9.11 " Non Stop

2.29 " Non Stop

9.30 a.m. to 11.00 a.m. Every 10 Minutes

11.30 " 12.30 p.m. 15 " Stopping

12.40 " Non Stop

12.57 " Non Stop

1.04 " Non Stop

1.15 " Non Stop

1.20 " Non Stop

1.30 p.m. to 4.00 p.m. Every 10 Minutes

4.00 " 4.30 " 15 " Stopping

4.30 " 6.30 " 10 " Stopping

5.00 " Non Stop

5.47 " Non Stop

6.57 " Non Stop

7.04 " Non Stop

7.13 " Non Stop

7.20 " Non Stop

7.30 " Non Stop

7.37 " Non Stop

7.47 " Non Stop

7.54 " Non Stop

8.03 " Non Stop

8.10 " Non Stop

SUNDAYS

7.00 a.m. 7.10 a.m.

9.30 " 9.00 " Every 15 Minutes

9.30 " 10 " Non Stop

10.00 p.m. 12.00 Noon 10 " Non Stop

12.30 " 4.30 " 10 " Non Stop

4.30 " 5.30 " 10 " Non Stop

5.30 " 6.30 " 10 " Non Stop

6.40 " Non Stop

6.47 " Non Stop

6.57 " Non Stop

7.04 " Non Stop

7.13 " Non Stop

7.20 " Non Stop

7.30 " Non Stop

7.37 " Non Stop

7.47 " Non Stop

7.54 " Non Stop

8.03 " Non Stop

SATURDAYS: EXTRA CAB

12.00 Midnight

NIGHT CARS: WEEKDAYS & SUNDAYS

9.00 p.m. 9.30 p.m. Every 30 Minutes

11.15 " 11.45 " 15 " Stopping

SPECIAL CARS.

By Arrangement at the Company's Office
Alexandra Buildings,
Hongkong June 1, 1923.

MARTIN'S
APIOL & STEEL
PIPE LINES
MANUFACTURERS
AND SUPPLIERS
OF APIOL & STEEL
PIPE LINES

FOOK SUN FOR SALE

Fook Sun, Fook Sun
Sewing Machine
No. 1000.

HAT CLEANED A SPECIALITY

No. 41, Wellington Street.

INTIMATIONS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY-SECOND ORDINARY GENERAL MEETING will be held at the Office of the General Managers, Messrs. JARDINE, MATTHESON & CO., LTD., Pedder Street, Hongkong on THURSDAY 14th June, 1923, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Charge for admission to the Public Enclosure will be \$1-.

Soldiers and Sailor in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the members' enclosure, tickets for whom can be obtained from Messrs. Linstedt & Davis at \$1- each up to FRIDAY June 1st.

The Stewards invite the Ladies of Hongkong to be present.

Hongkong, May 19, 1923.

WANT ADVERTISEMENTS

55 WORDS/5 INSERTIONS, \$1. PREPAID.

Each additional word 4 Cents for 5 insertions.

WANTED.

TO LET.—European or Chinese energetic and enthusiastic men to act as life insurance brokers in Hongkong and South China. Apply to SUN LIFE ASSURANCE CO. OF CANADA.

WANTED.—Three Probationary Interpreters in the Police Department. Age 20-24 years. Candidates should apply personally at 10 a.m. FRIDAY June 1st to Director of Criminal Intelligence, Police Headquarters.

Hongkong, May 28, 1923.

JUTLAND DAY BALL.

OWING to the excessive heat it has been decided to postpone the Ball in aid of the Navy League Endowment Fund until the Autumn.

All purchasers of tickets will have their money returned on application.

Hongkong, April 26, 1923.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

May 23, 1923, June 1918, June 1914

Oz. Oz. Oz. Oz. Oz. Oz. Oz.

Beef Sirloin—Mei Lung Fa ... lb. 24 12 18

" Prime Cut ... " 26 24 18

" Corned, Ham Ngan Yuk ... " 23 20 18

" Roast—Shua ... " 23 24 22

" Breast—Ngan Nam ... " 20 18 16

" Soup—Tong Yek ... " 20 18 16

" Steak—Ngan Yuk Fa ... " 24 22 20

" Sausages—Ngan Cheung ... " 20 20 18

" Bullock's Brain—Ngan No per set 14 10 12

IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER

Healthful and refreshing. Blends excellently with Whisky.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.

Phone Central 436. Phone Central 436.



GENTLEMEN'S
TAILORS and OUTFITTERS.
(Hongkong Hotel Buildings)

We HAVE RECEIVED A SMART SELECTION OF

WASHING NECKWEAR

In the popular BATSWING BOW TIE also
in the long DERBY SHAPE.

HONGKONG AGENTS for the
"AERTEX" CELLULAR CO.

all sizes in stock in all qualities of UNDERWEAR,
SHIRTS and PYJAMAS
for Day or Evening Wear

The China Mail.

HONGKONG, WEDNESDAY, MAY 30, 1923.

THAT NEW HOPE.

Eventually the reparations folly must end, if only because neither side can stand the strain very much longer. If there's general disaster becomes inevitable, however, it is just possible that Powers concerned might blunder into a patchy settlement. They certainly will not enough lasting settlement while their present marks hold—France, however, Germany embittered, and Britain impotent. Patchy settlement, anyway, would be vastly better than the present thitly disunited warfare which is slowly ruining Europe, morally and commercially. Only—but surely. Latest cables profess to see new hope for an early settlement. Events, they say, are moving quickly towards another attempt to solve the problem. This hope they base upon reports that Germany contemplates a new offer, framed with the co-operation of the industrial leaders. Even were we confident that Germany would make an adequate offer, such would satisfy Britain, say—we would still very much doubt whether France would show herself ready to make terms. Indeed, reviewing the utterances of her statesmen, we very much doubt whether she would accept any offer, for it is clear that her anxiety for actual reparation money still conflicts with her even greater desire for "security." Assuredly, of course, Germany's internal disorder, which to-day's cables report acute, might well change the whole problem. So old political differences make Germany "Bolshevik." France might find it better policy to cease goading her old enemy into further trouble and take what reparations money she can get. Manifestly, the anxiety for "security," unless fully justified, must remain a dominant factor in her policy. France may be running an imprudent race already begun to recognise that, while voices will be staggering

from one side of the road to the other. Riches on the stands near the entrance to Wing Lok Street are frequently run into while collisions with coolies carrying loads on their shoulders are common. Although this is Chinese locality it would be worth paying some attention to it if only to obviate a motor or other accident when lives may be involved.

MASONIC HONOURS.

MR. PERCY SMITH'S PRO-MOTION.

At the last quarterly Court of the Grand Lodge of England, His Royal Highness The Duke of Connaught in the Chair, Worshipful Bro. Horace Percy Smith, the Deputy District Grand Master of Hongkong and South China had the honour of the rank of Past Junior Grand Deacon of England conferred upon him, and at the meeting of Supreme Grand Chapter the rank of Past Assistant Grand Steward was conferred upon him.

His many friends will congratulate Bro. Smith on the honours conferred upon him and wish him many years enjoyment of them.

"KUMSANG'S" OPIUM.

AN \$85,000 SEIZURE.

When the Indo-China s.s. "Kumsang," which has just reached here from the Philippines after grounding off the north-west of the Islands, put into Hungshun Bay on Monday night, a party of Revenue Officers under Chief Preventive Officer Clarke boarded the vessel and seized over 7,000 taels of prepared opium valued at about \$85,000.

The contraband was not concealed in any way but was on the stowhold floor as though ready for moving. A number of firemen have been arrested in connection with the seizure.

LOCAL AND GENERAL.

The Catholic Union Club in Hongkong is celebrating its "Silver Jubilee" on Friday and Saturday, June 8th and 9th.

The exchange banks will be closed on Saturday. The Imports and Exports Dept. will be opened till noon but licensed warehouses will close all day.

Formerly Vice-Consul at Palermo, Mr. Leroy Webber has arrived in Hongkong to take up the post of Consul in charge of the commercial work at the American Consulate General.

During yesterday the following notifiable diseases were reported: 3 Chinese cases of plague; 2 of small pox; 3 of enteric (one of each patients being Chinese, British and Japanese); one British case of paratyphoid fever.

A meeting of the Legislative Council is called for to-morrow when the Bill to amend the Rents Ordinance will come up for first reading, and three Bills introduced at the last meeting of the Council will come up for second reading.

Captain W. H. Baker, master of the "Glenariffe," evidently has a sense of humour as he signs his report to the local Harbour Office, under the clause dealing with weather as "rotten." The "Glenariffe" arrived here this morning from Vladivostok.

The attention of gas consumers at Kowloon is drawn to a notification appearing among to-day's advertisements that a number of receipt forms for the month of April have been stolen from the Hongkong and China Gas Co.'s shroff, and that these are being replaced by forms printed on yellow paper.

As a result of a number of Chinese trying to get into the Kau Fung Theatre at about 10 last night, without payment, a serious disturbance was created. Central Station received a telephone message for help and a squad under the Divisional Inspector, Central, was despatched to the scene. The trouble was soon quelled and three Chinese were arrested.

SOCIAL AND PERSONAL.

Commissioner Duce, of the Salvation Army in Japan, arrived here on the P. & O. "Nyama" yesterday en route for Home. He is accompanied by Mrs. Duce.

A Reuter message from Christiaan to-day states that the Finance Minister, Mr. Beagle succeeds to the position left following the death of Mr. Hartmann.

CORRESPONDENCE.

A WORD OF THANKS.

To the Editor of the "China Mail."

Sir,—May I have the courtesy of your columns to voice my own and a considerable section of the travelling public's thanks at the consistent kindness shown us by the Hongkong Tramway Co., Ltd. This morning it was in point, reminding us as it did of Shakespeare's Mercutio which you will remember:

"...is not strained. It drops, as the gentle rain from heaven upon the place-beneath."

The rain dropped through those old and weather-beaten canvas coverings this morning and cooled us nothing else like Hongkong rain can. I noticed only one unattractive traveller who unfeelingly opened his umbrella and sheltered his snow-white clothes from the drippings from on high:

Yours, etc., PASSENGER.

Hongkong, May 30.

SYMPHONY CONCERTS.

To the Editor of the "China Mail."

Sir,—I have read with interest your report of the Concert held on Sunday at the "Star Theatre" Kowloon and the hope expressed for a continuance of them. A preliminary objection seems to be the hour at which these Concerts are held.

Three o'clock on a hot Sunday afternoon is not a very convenient hour for most of us who are probably taking an afternoon siesta.

Could not future summer Concerts be held at say 10.30 in the morning?

Yours, etc., CROTCHET.

Hongkong, May 30.

APPEAL.

To the Editor of the "China Mail."

Sir,—The British Red Crescent Committee has received from a member of the English Bar, whose family have been long resident in Smyrna, the enclosed reports relating to the colossal and acute distress prevailing among the Moslem population of Western Asia Minor. The Turkish Government, faced with the work of restoring the destroyed towns and villages, is unable to cope with this mass of suffering.

The Committee, therefore, venture to appeal to the Moslem rulers and princes, to Moslem magnates and nobles, rich merchants and all charitable-minded people, irrespective of race and creed, for such help as their generosity and humanity may impel them to give towards its alleviation.

The Committee believe that if local organisations were formed in various centres, as was done during the British Red Crescent.

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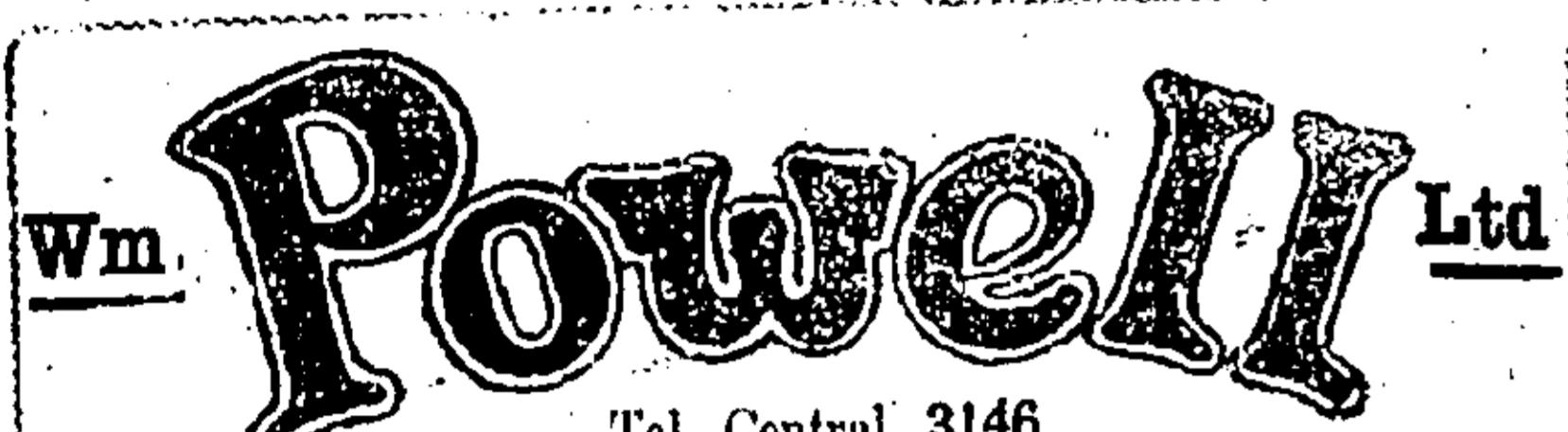
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hence the more hopeful tone of the cables. Only last month we had M. Poincaré declining that

France would not budge from the Ruhr until Germany had paid the full sum claimed. Essen, he said, would be held until the last sou had been sent to Paris. Then we had him admitting that the Government was "considering the possibility of the evacuation of the Ruhr when Germany gave tangible guarantees to free herself by means of an international loan and not waiting actual payment of reparations."

This new stand is hopeful, not because it actually makes settlement possible, but because it paves the way. Those anxious for Europe's safety would have marked this trend with greater pleasure had its destination been a lasting and not a patchy settlement; had it meant that partisan haggling would cease and impartial mediation would begin. But with Germany facing internal crisis and France feeling the terrible financial strain, they will not complain if any settlement can be made, however makeshift, for the alternative is not pleasant to contemplate.

Dangerous Practice.

Periodically complaints have cropped up about Chinese boys, apparently of the schoolboy class, creating a nuisance and making themselves dangerous by recklessly riding bicycles in busy thoroughfares. Before Statue Square became the hunting-ground of footballers and kite-flyers, there used to be a number of boys who indulged in riding round Queen Victoria's statue at a good speed until a stop was put to this practice. Then that part of Nathan Road near the boundary between Tsui Tsui Tsui and Yau Ma Tei came into the public eye. Novices on cycles were deemed a danger to the number of children in the street and they were removed.

Quite recently, the enthusiasts have found a new track and, apparently, have not been interfered with yet. This is at Connaught Road West, commencing from the Steamboat Co.'s Macao wharf and extending about half a mile westwards. At practically all hours of the day, a number of boys can be seen. Some of the more experienced riders may be running an impromptu race while novices will be staggering

from one side of the road to the other. Ricsas on the stands near the entrance to Wing Lok Street are frequently run into while collisions with coolies carrying loads on their shoulders are common. Although this is a Chinese locality it would be worth paying some attention to it if only to obviate a motor or other accident when lives may be involved.

CORRESPONDENCE.

A WORD OF THANKS.

[To the Editor of the "China Mail."]

Sir.—May I have the courtesy of your column, to voice my own and a considerable section of the travelling public's thanks at the consistent kindness shown us by the Hongkong Tramway Co., Ltd. This morning is a case in point, reminding us as it did of Shakespear's Mercie which you will remember

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PASSEREAU.

Hongkong, May 30.

SYMPHONY CONCERTS.

[To the Editor of the "China Mail."]

Sir.—I have read with interest your report of the Concert held on Sunday at the "Star Theatre" Kowloon and the hope expressed for a continuance of them. A preliminary objection seems to be the hour at which these Concerts are held. Three o'clock on a hot Sunday afternoon is not very convenient hour for most of us who are probably taking an afternoon siesta. Could not future summer Concerts be held at say 10.30 in the morning?

Yours, etc.,

GROTCHEF.

Hongkong, May 29.

APPEAL.

[To the Editor of the "China Mail."]

Sir.—The British Red Crescent Committee has received from a member of the English Bar, whose family have been long resident in Smyrna, the enclosed reports relating to the colossal and acute distress prevailing among the Moslem population of Western Asia Minor. The Turkish Government, faced with the work of restoring the destroyed towns and villages, is unable to cope with this mass of suffering.

The Committee, therefore, venture to appeal to the Moslem rulers and princes, to Moslem magnates and notables, rich merchants and all charitable-minded people, irrespective of race and creed, for such help as their generosity and humanity may impel them to give towards its alleviation.

The Committee believe that if local organisations were formed in various centres, as was done during the Tripolitan and Balkan Wars, for collecting relief funds under responsible and prominent leaders, good results would be obtained.

In the case of adequate response,

we propose to entrust the administration of the charity to a local Committee consisting of Turkish notables in co-operation, with some English sympathisers under the Chairmanship of the Vili of Smyrna.

Yours faithfully,

AMEER ALI,
President,
British Red Crescent Society.

[Subscriptions may be sent direct to the Bankers of the Society, Messrs. Coutts & Co., 440, Strand, London, W.C. or to the Honorary Treasurer, A.S.M. Anil, Esq., 2, Fenchurch Avenue, London, E.C. 3.]

[Enclosure.]

Gray's Inn,
High Holborn, W.C.

March 21st, 1923.

The Rt. Hon. Syed Ameen Ali,
P.C., C.I.E.,

2, Cadogan Place, S.W.1.

Dear Sir,—As you are doubtless aware Anatolia, with the exception

of a few small and insignificant districts was, between 1914 and 1918, untouched by the scourge of war.

With the advent of the Greek forces in May, 1919, Anatolia's

troubles commenced. The regrettable excesses indulged in by the

worst elements of the local

Greek civil population in and

around the town of Smyrna, with

the result that a considerable

amount of Turkish property was

destroyed, robbed, pillaged or looted,

many Turks lost their lives, and

the town of Aidin was completely

destroyed by fire.

During the Greek retreat from

the Zangarius to Afyon Karahissar

and thence to Smyrna not only were

hundreds of villages and towns

completely destroyed and the inhabi-

tants thus rendered homeless, but an

incredible amount of damage was

done to the surrounding vineyards,

crops and agricultural implements.

I have in my possession photo-

graphs of some sixteen towns taken

after their destruction, but I beg to

assure you that there are scores of

other villages and hamlets which

have suffered a similar fate and

whose inhabitants are likewise

shelterless and utterly destitute.

In 1921 I had occasion to visit a

few of the Mosques and other public

buildings in Smyrna, in which a

number of these Moslem refugees

were quartered, in order to distri-

bute milk supplied, I think, by the

British Red Crescent. Mr. G.

Steghades, the then Greek High

Commissioner, was doing his best

for these unfortunate sufferers, but

none the less their condition was

truly pitiable. Since then their

numbers have, of course, greatly

increased, until now there are well

over three quarters of a million of

these victims all over Asia Minor.

The Turkish Government is im-

potent for it cannot rebuild the

devastated areas, and the whole

country is terribly impoverished,

consequently these poor people

(chiefly old men, women and

children), "just sit down and die"

as a near relative of mine lately

arrived from Smyrna, has told me.

They are abandoned by God and

man and hardly a voice is raised in

Europe on their behalf. Is it then

to be wondered that, seeing the

magnitude of the assistance being

tendered to the Christian refugees,

the Turks are accusing us of in-

difference to the sufferings of the

Muslims because they are Muslims.

After all, it must be remembered

that these sufferers were not the

aggressors, but the passive victims

of aggression.

The tendering of a little assist-

ance, a slight demonstration of sym-

pathy in the name of humanity, for

these Moslems by a British institu-

tion would, I feel confident, go a

long way towards removing the

bitterness and distrust felt in Tur-

key against Great Britain.

Yours respectfully,

(Signed) LEONARD R. WHITALL.

P.S. March 27th, 1923. I have

just received the following wire

from Mr. Eric R. Whitall in

Smyrna:—

"Twelve towns completely twenty

partially 500 villages total 80-100,000

houses destroyed. Estimate min-

imum 400,000 souls without shel-

ter. Great necessity clothes, covering,

medicines, danger manœuvres from

malaria, re-vaccinating doubtful."

OPIUM SMUGGLING.
PROSECUTION AGAINST JARDINES.
INTERESTING ARGUMENTS RAISED.

As defending solicitor Mr. E. Davidson raised several interesting arguments at the adjourned hearing before Mr. J. R. Wood yesterday afternoon of the case in which Messrs. Jardine, Matheson & Co., Ltd., as general managers of the Indo-China Steam Navigation Co., Ltd., owners of the s.s. "Loongsang," were summoned for allowing their steamer to be used for the conveyance or exportation of 500 tacs of prepared opium on April 27.

Mr. Davidson discussed at considerable length as to the interpretation of the word "export" in the Ordinance, contending that a ship moored to a buoy was not used for the exportation of opium even if the contraband was found on board before sailing. Mr. Davidson also addressed the Magistrate as to the penalty, classifying shipowners in relation to the Ordinance under three heads, viz., those that were guilty; those who had been care less in taking precautions to prevent smuggling and the completely innocent owner.

After hearing arguments from both sides, His Worship intimated that he would consider his decision and would inform the parties concerned when he would deliver it.

THE DEFENCE.

Opening his address, Mr. Davidson said that the Ordinance was one of those passed to prevent people doing what they very much wanted to do, the smuggling of opium. It was, he thought, the experience of every country that when they wanted to do that, they had to be very drastic in their legislation, and this particular Ordinance was a case in point. It was obvious, for example, that to prove that nobody on board the ship was concerned in the smuggling of opium was from the start an absolute impossibility. If they took the language of the Ordinance in its ordinary meaning that had to be proved up to the hilt. It meant proving a negative, and a particularly difficult kind of negative at that. The only way in which it could be done was by showing who put the opium on board and that the person was not a member of the crew. The Ordinance being a drastic one might operate very harshly on individuals, as it might do in this case against his clients.

LEGAL INTERPRETATION.

After a careful examination of the Ordinance, said Mr. Davidson, he did not propose to contend that the language of the Ordinance would not by any means bear the meaning that a ship lying idle at her buoy was not being used to export opium. He was going to show that the Ordinance, if it could bear that meaning, could at any rate bear another, which was more reasonable and just and which would involve the acquittal of the defendants. Mr. Davidson said it was his duty to show that they had a right to rebut the case for the prosecution. The ship was not in fact, ever used for the exportation of opium. She was at all material times and the only material time was when the opium was found on board—moored to her buoy in the harbour and never moved. Any ordinary person reading the section would assume that the offence aimed at was the actual carriage of opium either to the Colony or from the Colony. He thought his Worship must come to the conclusion that what was meant was the actual moving of opium in the ship.

Mr. Davidson contended that it was absolutely impossible to prevent people taking opium on board a ship when she was lying in port. Unless the Magistrate accepted his reading of the Ordinance it meant that a search was absolutely useless. A successful search would simply expose the shipowners to prosecution. Mr. Davidson urged that a ship lying in port could not be said to be used for the exportation of opium. On the ground that they had rebutted the presumption that the ship, at the time the opium was found, was being used for the conveyance or exportation of opium, he asked that the case should be dismissed.

The Magistrate: I do not see why you should not go the whole way and say at once that this section cannot be interpreted to cover any conduct of the ship's crew at her buoy. Why not go further and say the general meaning of the section is not applicable.

ADEQUATE PENALTIES.

Continuing, Mr. Davidson said he wished to take the somewhat unusual course of addressing His Worship on the question of penalty. He did so for this reason, that to both the defendants and to all shipowners in the Colony it would be more satisfactory to obtain a decision on the question of principle as to the amount of the fine in this case, than to obtain an acquittal based on the actual construction of the Ordinance. He, Mr. Davidson, would actually prefer to lose on his first point and to be successful on his second in the interests of his engine room staff or any men.

clients. The object of this Ordinance was obviously to make the smuggling of opium too expensive for shipowners. That is the reason and the only excuse for the gigantic fines. It is obvious that when shipowners have been found implicated in the smuggling of opium, the Magistrate shall be empowered to impose such a heavy fine that it will probably swallow up the profits of many successful ventures. But the Ordinance does not deal only with the guilty owner; it deals also with the completely innocent owner and also with the owner who, though not implicated, has possibly been careless in taking precautions to prevent smuggling.

SUGGESTED NOMINAL FINE OF \$1.

Mr. Davidson mentioned that the fine provided under the original Ordinance was \$5,000, and under the amended Ordinance ten times the value of the opium. In the case of the guilty owner or of the owner who had neglected to take all precautions, it was easy for the Magistrate to come to a conclusion as to the proper fine to be imposed to deter owners or to induce them in the future to be a little more careful. But if the owner was both innocent and had taken all reasonable precautions, what fine was there to impose? What fine could be imposed except the usual nominal fine of \$1?

Mr. Lloyd had admitted in cross-examination that if the owners in this case had discovered the opium themselves and had handed it over to the authorities there would have been no prosecution. The reason for that was quite obvious. If the owners had found the opium and handed it over, it would be conclusive evidence of their innocence and also of the fact of their having taken precautions, so that the owners in that case would be entitled to every consideration as having been both innocent and diligent. "We have proved ourselves to be innocent and are admitted to be diligent, so we are in precisely the same position as if we had discovered the opium ourselves and handed it over to the authorities," Mr. Davidson argued. "Therefore, I submit that a nominal fine is the only fine that can possibly be inflicted in this case. It is a curious fact that the revenue officers do not tell the shipowners that the opium is going to be put on board ship. They wait until it is on board, then go and seize it and fine the owner. No doubt that is done for perfectly good reasons. I do not mean to suggest that they are doing it as a kind of bad and clumsy joke. There are reasons why they want to seize it on board ship, but if that is so, why prosecute the owner?"

PRINCIPLE OF THE FINE.

In the course of further argument Mr. Davidson said that if the principle he had contended for was ruled out, if the Magistrate was to fine entirely at his own discretion, as a sort of mental toss up, might not the Court consider what was the largest fine that would not annoy the defendants and the smallest that would not disappoint the Government? That would be a very lamentable state of affairs.

The Magistrate: The only principle I can see is to consider what is the amount which would in the ordinary course lead to prevention.

Mr. Davidson: If the owner is admitted innocent what fine is going to deter the repetition of the offence? I do not know whether your Worship is going to contend that the greasers and cleaners of the "Loong Sang" are going to be so upset that they would mend their ways, or whether the owners should dismiss the crew and get a more virtuous one. The fact is that no fine can deter smuggling on this boat again, because no fine can deter the defendants, who are innocent. It cannot make them more diligent since they have been already diligent, and it cannot possibly deter the crew.

MR. HAZLIGG'S ARGUMENTS.
Repeating for the prosecution Mr. T. M. Hazlrigg, Assistant Crown Solicitor, said that it seemed to him if the Magistrate did not attribute to the word "exportation" the wider meaning given by the definition clause he deprived the Crown of all possibility of ever securing a conviction for exportation. It was obviously impossible for revenue officers to go on board ships when they were under way. If the wider meaning was not given to the word, at what period from the moment of the ship untying at the buoy did exportation commence? Did it commence at the boundary of the waters of the Colony or when the ship actually left the buoy? The difficulty of searching and the utter impossibility of securing any conviction under those conditions would render the section and every other section absolutely nonsensical. The only possible means of finding the person committing the offence was before the ship left the buoy.

Mr. Hazlrigg proceeded to contend that the weight of evidence showed that the crew was implicated. The Crown's suggestion was that they were victims because they had failed to take the precautions which were necessary. The precautions should be taken before the sailing of the ship and not when she had left. Mr. Davidson has also mentioned that the revenue officers never informed the master of the ship. His instructions were that every step was taken to prevent the opium reaching the ship in the first place. If information was circulated there was bound to be a leakage, and the result would be that any search would be entirely useless.

Mr. Hazlrigg thought it was taxing the credulity of the Court too much to say that such a bulky package could be brought on board and secreted in a very difficult hiding place, which took half an hour to do, without any person of his second in the interests of his

FRAWLEY, COMPANY.
SUCCESSFUL OPENING LAST NIGHT.

The Frawley Co. opened their brief season last night with a performance of that most extraordinary of plays "The Cat and the Canary." Extraordinary in its conception, in its working and in its final denouement. It is quite safe to say that the audience was quite in the dark—the play is performed in a continual state of semi-darkness—until the final word, a regular O. Henry-like finish which in itself stamps the play as one of the ordinary. It was more or less hot last night, yet the thrills provided—sudden, unexpected, catching one-unawares, made cold shivers descend with gooseflesh propensities. What would you? A man who died 20 years ago has his will read at dead of night to his surviving relatives. Then things begin to happen. A man disappears miraculously, mysteriously. A grim hand snatches a necklace from the chaste neck of a sleeping lady, who, aroused, harrows our feelings with dreadful shrieks—just as we imagine our own wife would do in similar circumstances! We recognise war and giving a poor outline of a play that has excited America and England and set a standard for play-writers it must be difficult to follow. To give the thing conviction you need thespians of ability, such ability as is obviously the possession of the members of the Frawley Co. Miss Florence Roberts started to eerie us—if we may put it that way, and as a West Indian servant with hoodoo ideas, she gave just the right touch and tone and make-up to convince that the spirits were about, that IT might even get us poor innocent scribe though we be. Miss Adele Blood has a voice with music in it—except of course when she has to howl in that effective bedroom scene with "the hidden hand," a thing we had hitherto thought belonged only to war and to Germans. We wax fictitious and risk being sacked by saying there is a deal of Blood in Miss B's acting. Another character refers to her normally as 100 per cent, good, and this applies also to her acting. On the humorous side—and this play is as funny as it is thrilling, Miss Betty Barnicoat and Mr. Bernard Nedell, especially alone. The other members of the cast were uniformly good. They all helped to create a spirit of mystery and suspicion—and they helped convincingly. That was also the opinion of an audience which shrieked at times hysterically and more often than not when its visible faculties had been tickled. Tomorrow night the Company give "Lawful Larceny" and throughout the week a succession of plays that should bring its own reward—full houses. We confess to being anxious to see Eugene O'Neill's "Anna Christie." We count it a fortunate occurrence that this great American playwright's personality is to be revealed to us in one of the most important manifestations of his powers.

LONG SERVICE REWARDED.**"HEUNGSHAN'S" ENGINEER RETIRES.**

Mr. G. W. Kew, the well known Chief Engineer of the Hongkong-Canton and Macao Steamboat Co.'s "Heungshan" retires tomorrow with the record of nearly 34 years' service with the Company to his credit. It is understood that he is the first officer in the Company's service who retires on the full scale of pension inaugurated in 1920 for officers of the floating staff.

Mr. Kew is a member of the well known local family of the same name to which belong the property and share brokers and dentists,

ber of the crew being cognisant of what was taking place. There was evidence from which the Magistrate could directly infer that some members of the crew knew what was going on.

Mr. Hazlrigg referred to Mr. Davidson's assertion that the defendant company had been the victims. The Crown's suggestion was that they were victims because they had failed to take the precautions which were necessary.

Mr. Hazlrigg thought it was taxing the credulity of the Court too much to say that such a bulky package could be brought on board and secreted in a very difficult hiding place, which took half an hour to do, without any person of his second in the interests of his

DERBY SWEEP DISPUTE.
MR. GOLDRING'S EVIDENCE.

The hearing of the dispute over the winning ticket in the Chinese Club Sweepstakes, drawn over the Hongkong Derby at the annual races early this year, was continued last evening. The rival claimants are Chik Soong Sing and Mrs. Violet Chan. The former is represented by Mr. C. G. Alabaster, K. C., and the latter by Mr. Elsley Zeidlyn.

Before Mr. Alabaster continued his address, the Chairman, at the request of the Committee, announced that in future, any person who was not actually connected with the approach of the officers, was seen to remove the scale from its peg, put it behind his back, and drop it onto the ground and to bring out another scale in its place. The Chinese detective attempted to recover the scale and only succeeded after a struggle with defendant's *faki*.

According to a Chinese detective who accompanied Sergeant Lane, officer in charge of weights and measures, a visit was made to the market. Defendant on the approach of the officers, was seen to remove the scale from its peg, put it behind his back, and drop it onto the ground and to bring out another scale in its place. The Chinese detective attempted to recover the scale and only succeeded after a struggle with defendant's *faki*.

Defendant denied the allegation, saying that he did not use the scale in question. This, however, was of no avail, His Worship imposing the exemplary punishment of a fine of \$150 or two months' hard labour in default.

FALSE SCALES.
BARE-FACED CHEAT CAUGHT OUT.

"You are a deliberate and bare-faced cheat," said Mr. R. E. Lindsell to an old Chinese, the holder of stall No. 84, Western Market, at the Magistracy this morning, when he found him guilty of possession of a scale which was 12 per cent. against the purchaser.

According to a Chinese detective who accompanied Sergeant Lane, officer in charge of weights and measures, a visit was made to the market. Defendant on the approach of the officers, was seen to remove the scale from its peg, put it behind his back, and drop it onto the ground and to bring out another scale in its place. The Chinese detective attempted to recover the scale and only succeeded after a struggle with defendant's *faki*.

Defendant denied the allegation, saying that he did not use the scale in question. This, however, was of no avail, His Worship imposing the exemplary punishment of a fine of \$150 or two months' hard labour in default.

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"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

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SAILINGS FROM HONGKONG.

S.S. "OANFA" via Suez Canal.

S.S. "CITY OF PITTSBURG" via Suez Canal.

S.S. "KEEMUN" via Suez Canal.

S.S. "DIOMED" via Suez Canal.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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BUTTERFIELD & SWIBBS OF THE BANK LINE LTD., HONGKONG.

(JOHN SWAIN & SONS, LTD.)

HONGKONG & CANTON. HOLYOAK MASSEY & CO., LTD., CANTON.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS
viz. Steel, Ship Plates, Angles and Bars.
Also Shipbuilding Articles.

Telephone No. 1112. 55, Wing Wo Street, Central.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, IRON AND IRONWORKERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We make all shipyards and sea-going vessels up to 500 feet long.

Town Office: 64, Connaught Road Central, Hongkong. Tel. Central No. 42

Electric: 7th Flr., P.C. Building, Hongkong. Tel. Central No. 1

General Agents for American Engineers.

Hongkong, April 1, 1912.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England. VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VANCOUVER, MONTREAL & QUEBEC.

From Hongkong Vancouver Montreal Quebec

To Hongkong Vancouver Montreal Quebec

From Hongkong Vancouver Montreal Quebec

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P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,278	30th May at 4 p.m.	Singapore, Penang and Bombay.
"SOUDAN"	6,700	30th June at Noon.	S'pore, Penang, Col'bo & Bombay.
"DEVANHA"	6,318	12th June	S'pore, Penang, Col'bo & Bombay.
"SARDINIA"	6,580	13th June	Marseilles, London & Antwerp.
"DEITA"	6,097	27th June	B'bay, Marseilles, L'don & A'werp.
"SICILIA"	6,013	30th June	S'pore, Penang, Col'bo & B'bay.
"MALWA"	10,941	11th July	B'bay, Marseilles, L'don & A'werp.
"KIDDERPORE"	6,334	15th July	Singapore, Colombo and Bombay.
"DEVANHA"	6,092	25th July	S'pore, Penang, Col'bo & A'werp.
"SOUDAN"	6,986	30th July	B'bay, Marseilles, L'don & A'werp.
"KHIVA"	6,017	8th Aug.	B'bay, Marseilles, L'don, Antwerp.
"KASHMIR"	6,941	22nd Aug.	Marseilles, London & Antwerp.
"SICILI"	6,013	26th Aug.	S'pore, Penang, Col'bo & Bombay.
"MACEDONIA"	6,012	21st Sept.	B'bay, Marseilles, L'don & A'werp.
"DONGOLA"	6,066	1st Oct.	Marseilles, London & A'werp.
"MANTUA"	10,902	19th Oct.	Marseilles, London & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

JANUS	1,4824	16th June	CALCUTTA, via Singapore & Penang
EASTERN	4,000	2nd June at Noon	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-
The Union & S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, S.E. Francisco etc.
P. & O. Royal Mail steamers to London via Suic Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

DEVANHA	8,092	2nd June	Shai, Moji, Kobe & Y'hama.
"ARAFURA"	6,609	12th June	Japan direct.
"MALWA"	10,641	17th June	Shanghai only.
"SICILIA"	6,812	18th June	Shanghai only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL SHIPS.
Passengers for Roncon must defray their own Hotel expenses at Singapore while waiting for the on-carrying steamer.
1st Cabin Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fan free of charge.
Parcel Postage not more than 25 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passage Fare, Freight, Handbook, etc., apply to:-

MACKINNON, MACKENZIE & CO.
23, Des Vaux Road Central HONGKONG Agents.

SAIGON, SWATOW, SINGAPORE AND HOIHOW RUN.

Spacious passenger accommodation—large and airy berths cabin fitted throughout with electricity. SPECIAL FREIGHT RATES. Apply—KUEN SANG STEAMSHIP COMPANY—20 Wing Lok St., West, Telephone Central 2212.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM JAPAN.
June 3.—J.O.J.L. Tjikini.
25.—B. F. Taironas.
Aug. 7.—B. F. Sarpedon.

FROM BANGKOK.
June 9.—E. A. Bintang.

FROM SINGAPORE.
June 12.—U.S.S.B. West Iwan.

FROM CALCUTTA.
June 7.—B. I. Takada.

FROM MANILLE.
June 12.—U.S.S.B. West Iwan.

FROM SYDNEY AND MELBOURNE.
June 11.—E. A. Arfura.
July 9.—E. A. St. Albans.
Aug. 6.—E. A. Eastern.
Sept. 10.—E. A. Arfara.
Oct. 8.—E. A. St. Albans.

FROM PORTLAND.
June 7.—U.S.S.B. Wawalona.

FROM VANCOUVER.
June 4.—C.P.S. Empress of Russia.
7.—B. F. Philadelphus.
July 5.—B. F. Tyndarous.
26.—B. F. Proteust.
Aug. 21.—B. F. Achilles.
Sept. 28.—B. F. Philadelphus.
Oct. 4.—B. F. Tyndarous.

FROM SEATTLE.
June 4.—C.P.S. Empress of Russia.
7.—B. F. Tyndarous.
26.—B. F. Proteust.
Aug. 21.—B. F. Achilles.
Sept. 28.—B. F. Philadelphus.

FROM LOS ANGELES.
June 24.—U.S.S.B. Mura.

FROM SAN FRANCISCO.
June 24.—U.S.S.B. Mura.

FROM EUROPEAN PORTS.
June 4.—B. I. Beaufort.
5.—J.C.J.L. Oldendorf.
9.—N.Y.K. Atene Maru.
14.—B. B. Small Airport.
July 2.—J.C.J.L. Calcutta.

SHADOWS BEFORE.

COMING EVENTS ADVERTISED IN THE MAIL.

ENTERTAINMENT.

May 30.—Coronet Theatre; Norma Talmadge in "Smilin' Through."

May 30.—World Theatre; May McAvoy in "A Virgin Courtship."

May 30.—Theatre; Constance Talmadge in "In Search Of A Sinner."

May 30.—Theatre Royal; T. Daniel Frawley Co., "Lawful Marriage," 9.15 p.m.

May 31.—Theatre Royal; T. Daniel Frawley Co., "Smiling Through," 9.15 p.m.

June 1.—Theatre Royal; T. Daniel Frawley Co., "Anna Christie," 9.15 p.m.

June 2.—Theatre Royal; T. Daniel Frawley Co., "My Lady Friends," 9.15 p.m.

June 4.—Theatre Royal; T. Daniel Frawley Co., "Tea For Three," 9.15 p.m.

June 5.—Theatre Royal; T. Daniel Frawley Co., "The Gold Diggers," 9.15 p.m.

SPORTING EVENT.

June 1.—1st Night Fete at the R.V.C. at 9 p.m.

June 2.—Third Gymkhana of the Hongkong Jockey Club, Race Course, 3.30 p.m.

PUBLIC AUCTION.

May 31.—Lamerton Bros., marine engines, spark plugs, sewing machine etc.; Sales Rooms, II a.m.

COMPANY MEETINGS.

May 31.—Twenty-fifth ordinary annual meeting of the "Star" Ferry Co., Ltd., at Messrs. Jardine, Matheson & Co.'s offices, at noon.

June 14.—Indo-China S. N. Coy., 42nd ordinary general meeting, Jardine Matheson's, noon.

June 14.—Extraordinary general meeting of the Hongkong Land Investment and Agency Co., Ltd., at Jardine Matheson's, II, 30 a.m.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

Reply from Shanghai.
Jocelyn, from Amy.
Dover Jones Isolation Hospital, from Ichabard.

Nagashima, from Osaka.
Kublico, from Shanghai.
Kardon t/o Comptreor Dept Jardine Matheson & Co., from Amy.
Kutankachung, from Yokohama.

N. LUND,

Act. Superintendent.
Hongkong, May 24, 1923.

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO.

List of unclaimed telegrams lying in E. K. Telegraph Office, Hongkong.

B. Alois, from Bangkok.
Mather, 97 Queen's Road, from Johannesburg.
Napomo, from Lubeck.
Wamentz, from Grandrapidamuch.

R. M. MACALPINE, Superintendent.

Hongkong, May 24, 1923.

HONGKONG TIDES.

The tide-table given below has been compiled by the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1905-9.

The zero of the sounding in the Admiralty Chart which has been found to be 4 feet below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge add 3 feet to the height given in the table.

May 29 to June 4, 1923.

HIGH WATER

LOW WATER

Standard Time Height Standard Time Height

June 1 1.15 1.15 1.15 1.15

2.15 2.15 2.15 2.15

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SHIPPING.

SUEZ CANAL PASSENGER TRAFFIC.

PRE-WAR FIGURES REGAINED.

Some very interesting comparisons are to be drawn from the latest statistics relating to the passenger traffic through the Suez Canal. They show that while the pre-war volume of movement has been recovered, there have been some striking changes in the distribution of the traffic. Eliminating the element of military passengers and certain special classes of travellers, such as deportees, repatriated persons, pilgrims, and so forth, the number of passengers in 1922 was practically equal to that in 1913, namely, about 158,000 in each of the two years.

In 1913, nearly 30,000 passengers, or about 19 per cent. of the total were carried in German or Austrian ships. In 1922 there were no Austrian ships on the Suez route, and the German navigation lines, which had re-established only a few of their former services, carried only little more than 500. The statistical figures have profited by this change in the situation. Perhaps naturally it is the Dutch flag, better placed than any other for securing the temporary succession to the German traffic, which has reaped the greater advantage. The number of passengers on Dutch ships has doubled, being 28,000 in 1922, as compared with 14,000 in 1913. All the other principal flags show an advance, but the British still holds the first place, with more than half of the total movement, as indicated in the subjoined table:

	1913.	1922.
Passengers, %	Passengers, %	
English	88,000	56
German	25,000	15
French	18,000	11
Dutch	14,000	9
Austrian	5,000	3
Italian	4,000	2
Japanese	3,000	1

All flags included, the percentages of the principal navigation companies in the passenger traffic of the two years compare as follows:

	1913	1922
Orient Steam Navigation Co.	21	15
Peninsular and Oriental	17	17
Norddeutscher Lloyd	11	
Messageries Maritimes	10	11
"Nederland" Co.	5	10
Rotterdam Lloyd	4	7
German East Africa Line	4	
British India	3	4
Austrian Lloyd	3	
Commonwealth Government Line	—	7
Ellerman Lines	3	5
(The Commonwealth Government Line was not in existence before the war.)		

Considering the routes on which the passengers are distributed, and taking into account only the principal lines and the most distant countries served, but without reckoning intermediate calls, one obtains the following comparison:

	1913	1922
Lines to—	%	%
Australia	39	28
British India	21	25
China and Japan	16	19
East Africa	10	7
Dutch Indies	8	18
French Indo-China	2	1

On the two most frequented routes, those to Australia and India, the situation of the British flag already preponderant in 1913, has still further improved. It constitutes practically a monopoly, with 94.5 per cent. of the traffic to Australia as against 1.5 per cent. for the French flag and 4 per cent. for other foreign flags, and with 92 per cent. on the Indian lines as against 7 per cent. for the Italian flag, and 1 per cent. for other foreign flags.

On the routes to China and Japan and to East Africa it was the German companies who occupied the first place, followed closely by the French; now the French flag is the best represented, with 39 per cent. and 44 per cent. respectively, of the total traffic. In the relations with Japan it will be noticed from the appended table that a very largely increased share in the passenger traffic has been secured by the Japanese companies:

China and Japan, E. Africa, Flag	1913.	1922.
German	33	1
French	29	29
English	20	31
Japanese	12	22
Austrian	4	—
Italian	—	—
Various	2	2

The passenger traffic on the lines to the Dutch Indies and Indo-China remains, as formerly, the exclusive monopoly of the Dutch and French companies.

U.S. SHIPPING BOARD'S STATEMENT.

Reports having been published concerning the United States Shipping Board which the controllers of the undertaking think are calculated to prejudice their existing regular lines, Mr. Huntington T. Morse, director for Europe, communicated with Washington, the headquarters of the Board. The following cablegram was received in reply:

"There is no justification for such rumours. Our services will be continued and European receivers and exporters absolutely safe in continuing to patronise our vessels. There has been no change in soliciting of East bound cargo by our agents here. In fact they have our instructions to continue to engage freight as they have in the past. Should Shipping Board decide to sell any of these lines to American owners, it will only be done on understanding and guarantee that services be continued for a definite number of years at least with same regular sailings and good service they have been receiving so far."

Captain W. Wilson, the port representative at Liverpool, adds: "We beg to assure all interests that there will be no need for fear on the part of exporters and importers that our lines will be so curtailed that their interests will be jeopardised by continuing to do business with us."

TYNE TRADE'S INCREASE.

Sir William J. Noble, at the last meeting of the Tyne Commissioners, announced that, despite substantial reductions in the river dues, the receipts had surpassed the previous highest total by almost £20,000. There had been an increase of 37 per cent. in the total quantity of oil fuel loaded and discharged. Oil fuel shipped as bunkers had increased 150 per cent.

Dealing with coal and coke shipments, Sir William said that while the figures for last year had been exceeded by over £1,000,000, the figures for 1913 also had been exceeded to the extent of 500,000 tons. General merchandise figures, however, while much better than last year, were a long way behind the pre-war totals. The Commissioners were considering a further reduction of dues.

GENERAL NOTES.

The rate of freight from Colombo to Australia has been reduced by ten rupees a ton.

The dispute in connection with the wages of seamen engaged in Home coastwise traffic has been settled, the men accepting a reduction of 5 per cent. in wages.

In connection with the jubilee of the New-Castle Wherry Co., the directors have presented gold, silver, and bronze medals to their employees according to length of service.

The skilled workman in this country was 56 per cent. worse off than the skilled workman in the United States, who had the advantage of coal nearer the surface than it was here, but we had an abundance of electrical power that could be used, and when this was realised there would be an awakening of the working classes. There was no industry with such a future. He thought that the future of the country itself depended upon it and he was keenly anxious to see it strengthened in every way by scientific knowledge.

The relative prosperity of the industry in a time of trade depression was commented on by the president, Mr. W. B. Woodhouse, who said it was due largely to the growing appreciation of electricity as an economic source of power. The growth was becoming so enormous that in a few years they would be overcome by demands for machinery and installation. Cheapness would eventually follow from abundance of supply. If electricity was to come into common use for cooking, people must be able to hire apparatus as they do from the gas companies.

Sir Kenneth Weldon Goadby, the well-known bacteriologist, discussed the value of electricity in medical research and hygiene. Electrical heating would give us a chance of abolishing smoke from the atmosphere, and with its absence of dust and noxious vapours would allow of a return to the old methods of cooking. He spoke of the dustcart as "one of the blots on our municipal system." He would like to see what he called "the half-electric house"—run two-thirds by electricity and the rest by the ordinary method of heating. A fire in a household was important for consuming dirt if proper fuel was used. Electricity could be used in the rest of the house.—Manchester Guardian.

Relying to Mr. E. Shinwell, in the House of Commons, on March 6, Sir Philip Lloyd-Greame stated that the number of lascars employed in British ship at the time of the Census taken on June 19, 1921, was 42,424, including 2,911 petty officers and 10,952 others in the deck department, 2,515 petty officers and 16,540 others in the engineer room department, and 11,317 in the stowards' department.

American shipyards were building or were under contract to build for private shipowners 242 steel vessels of 280,278 gross tons on 1st March, according to figures just published by the Department of Commerce, states a Washington message. This compares with 235 steel vessels of 302,047 gross tons building or under contract for building on February 1. The figures do not include Government ships or ships building or contracted for by the United States Shipping Board.

The passenger traffic on the lines to the Dutch Indies and Indo-China remains, as formerly, the exclusive monopoly of the Dutch and French companies.

FUTURE FORCE.

WHAT ELECTRICITY IS GOING TO ACCOMPLISH.

Lord Haldane who has always taken a close practical interest in the development of electrical power was one of the speakers at the luncheon of the British Electrical Development Association at the Hotel Cecil. He spoke in glowing terms of the future of the electrical industry, and touched on the great social changes which he thinks will follow from the cheapening of electrical energy and its use in place of steam. He dwelt upon the importance of the industry keeping in touch with the fruits of the latest scientific research. The more people there were in the industry, he said, who had come from the universities, the more the industry would be prepared for changes that might come quite suddenly and might revolutionise it within a few months.

Speaking, he said, as a politician, he suggested that electrical industries suffered from want of knowledge in the public as to what electricity is and what it can do. "It is not true that labour creates wealth. It is mind that creates wealth. The electrical industry, which is providing new forms of energy and power, is establishing the domination of mind in the production of the wealth of the world."

The Coal Conservation Committee of which he was chairman five years ago came to the conclusion that the industries of the country which were at present run on 80,000,000 tons of coal could be run on 25,000,000. We could not hope to reach that ideal figure, but we could move towards that ideal if the public could be got to understand what electricity was. From that would follow a great development of electrical power. The two electrical Acts which were now law, opened up a new prospect. The electrical industry would develop enormously as soon as the manufacturing world realised that electrical power could be supplied at a fraction of the cost now incurred through the wasteful process of steam engines.

The skilled workman in this country was 56 per cent. worse off than the skilled workman in the United States, who had the advantage of coal nearer the surface than it was here, but we had an abundance of electrical power that could be used, and when this was realised there would be an awakening of the working classes. There was no industry with such a future. He thought that the future of the country itself depended upon it and he was keenly anxious to see it strengthened in every way by scientific knowledge.

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Co. Hebburn, are reported to have received an order from the P. and O. Co. for building a large liner.

Vessels lost at sea in 1922 numbered 216, or 407,560 gross tons. Of this number sixty were under the American flag, including thirty-seven sail and twenty-three steam, of a total of 91,000 tons. The British lost fewer ships, but more tonnage, forty-five vessels of 112,000 tons. The total losses during the year included two from weather damage, 65 roundings and abandonments, 86 strandings, 18 collisions, 26 fires and explosions, and 19 missing. During the same period the partial losses included 492 weather damage, 1,425 strandings, 1,618 collisions, 100 fires and explosions, 1,041 damages to machinery, shafts and propellers and 1,184 other casualties—a total of 6,667, compared with 2,007 in 1921, 6,617 in 1920 and 8,186 in 1919.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

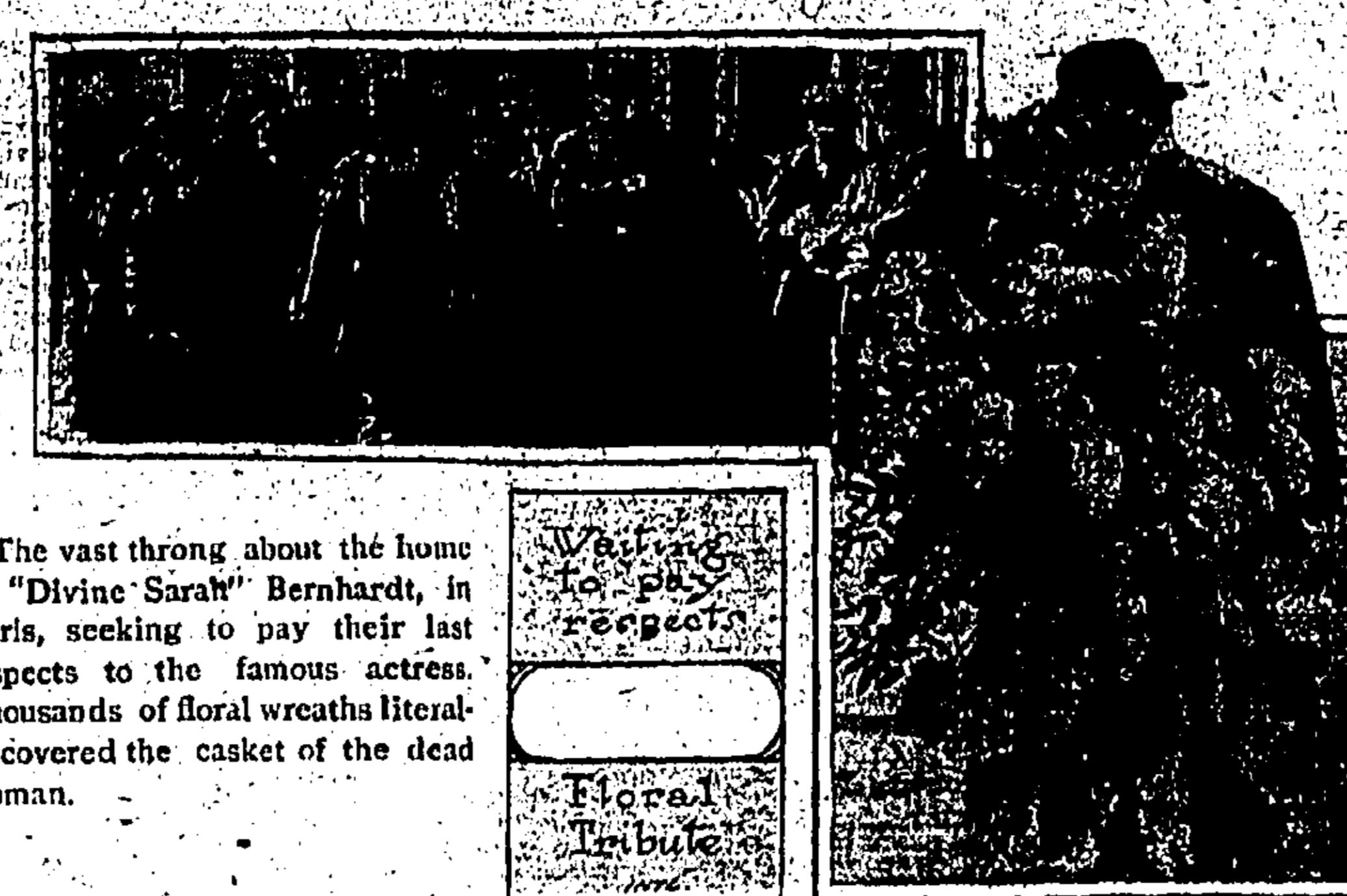
CHINA COAST, ETC.

SWATOW.

May 31	—C.N.	Shuiyang.	Palau.
June 1	—I.C.O.N.	Haiyang.	Soropon.
2	—C.N.	Yusang.	Kilwa.
3	—C.N.	Sinkiang.	Brisot.
4	—I.C.O.N.	Kweiyang.	Bolivia.
5	—I.C.O.N.	Wingang.	Leomedon.
6	—D.L.	Tungching.	Kashmir.
7	—I.C.O.N.	Haiyang.	Sidilia.
8	—D.L.	Huanggang.	Dardan.
9	—I.C.O.N.	Wingang.	Australien.
10	—I.C.O.N.	Kweiyang.	Patroclo.
11	—I.C.O.N.	Haiyang.	Macdon.
12	—I.C.O.N.	Wingang.	Y.N.Y.
13	—I.C.O.N.	Haiyang.	Macdon.
14	—I.C.O.N.	Wingang.	Y.N.Y.
15	—I.C.O.N.	Haiyang.	Macdon.
16	—I.C.O.N.	Wingang.	Y.N.Y.
17	—I.C.O.N.	Haiyang.	Macdon.
18	—I.C.O.N.	Wingang.	Y.N.Y.
19	—I.C.O.N.	Haiyang.	Macdon.
20	—I.C.O.N.	Wingang.	Y.N.Y.
21	—I.C.O.N.	Haiyang.	Macdon.
22	—I.C.O.N.	Wingang.	Y.N.Y.
23	—I.C.O.N.	Haiyang.	Macdon.
24	—I.C.O.N.	Wingang.	Y.N.Y.
25	—I.C.O.N.	Haiyang.	Macdon.
26	—I.C.O.N.	Wingang.	Y.N.Y.
27	—I.C.O.N.	Haiyang.	Macdon.
28	—I.C.O.N.	Wingang.	Y.N.Y.
29	—I.C.O.N.	Haiyang.	Macdon.
30	—I.C.O.N.	Wingang.	Y.N.Y.
31	—I.C.O.N.	Haiyang.	Macdon.
32	—I.C.O.N.	Wingang.	Y.N.Y.
33	—I.C.O.N.	Haiyang.	Macdon.
34	—I.C.O.N.	Wingang.	Y.N.Y.
35	—I.C.O.N.	Haiyang.	Macdon.
36	—I.C.O.N.	Wingang.	Y.N.Y.
37	—I.C.O.N.	Haiyang.	Macdon.
3			



Seymour E. J. Cox, famous oil promoter and associate of Dr. Frederick Cook, alleged discoverer of the North Pole, is one of the more than a score of oil promoters indicted, along with Dr. Cook, on the charge of using the mails to defraud investors. Cox and his wife are both aviation enthusiasts, Cox having entered a fast Curtiss biplane a few years ago in the Gordon Bennett Cup races in France. Mrs. Cox started the country at the same time by flying from Texas to New York, in a relay of expensive aeroplanes, to do a little shooting.



The vast throng about the home of "Divine Sarah" Bernhardt, in Paris, seeking to pay their last respects to the famous actress. Thousands of floral wreaths literally covered the casket of the dead woman.



Mrs. Helen Milner, shown here with her daughter, Charlotte, has filed suit against the second wife of her former husband, Mrs. Harriet Capper Milner, asking \$100,000 for alleged alienation of his affections. The first Mrs. Milner alleges that the second Mrs. Milner won her husband from her because she was wealthy. He married one year and one day after the divorce.



Here is the last photograph of "Divine Sarah" Bernhardt. She is shown in her Paris studio, taking with Leon Abrams, her motion picture director, between the scenes of the picture she was making at the time of her death. It was her one hope to live long enough to finish this picture, and her indomitable spirit carried her far with the production before she gave way to death. Mme. Bernhardt is shown wearing smoked glasses to protect her eyes from the glare of the powerful studio rays. She died a very few days after this picture was made.



Just been presented the degree of Bachelor of Arts by the Washington and Jefferson University, sixty years after he left his studies there to join the Union Army at the outbreak of the Civil War.



Mrs. Marshall Field, widow of the famous merchant prince, has sailed for Europe to attend the wedding of her granddaughter, Miss Gwendolyn Field, to Captain Archibald Edmonstone, of the British Army.



Miss Katherine Finn is shown here with a watch that belonged to Napoleon, which has been in her family for 100 years. It was presented by the Emperor to Miss Finn's great grandfather, Henry Vogt, who saved the "Little Corporal" from serious injury and possible death when Napoleon's horse became unmanageable.



Joseph Bernhardt



Lady Northcliffe
Sir C.A. Hudson



I.V. Coleman



Robert S. Regar



Thomas C. Härbaugh

Joseph Bernhardt

Lady Northcliffe
Sir C.A. Hudson

**THE NEW REMINGTON
PORTABLE TYPEWRITER.**

"COMPACT AS A WATCH."
STANDARD KEYBOARD
NO SHIFTING FOR FIGURES.

MUSTARD & COMPANY
DISTRIBUTORS
Hongkong & China
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Tel. Central 1186.

EYES RIGHT
If not consult the
CHINESE OPTICAL CO.
57 Queen's Road Central.

The house recommended by
many local doctors for its
accuracy and cheapness.

SEE US THUR. SEE.

BRINGING UP FATHER

Panel 2: "I JUST FINISHED A LOT OF CLOTHES FOR THE ORPHANS. I'M JUST SEWING ON THE BUTTONS NOW."
Panel 3: "MOTHER-I'LL NEED SOME MORE BUTTONS TO COMPLETE THIS."
Panel 4: "MY BUT YOU WORK FAST."
Panel 5: "WE NEED SOME BUTTONS ON ME PANTS."
Panel 6: "WELL DID YOU GET 'EM TO SEW SOME BUTTONS ON ME PANTS?"
Panel 7: "NO SIR THEY CUT SOME BUTTONS OFF INSTEAD!"
Panel 8: "GO GIT ME A NAIL-I NEVER KIN GIT ANYTHING DONE IN THIS HOUSE."
Panel 9: "YES SIR."

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

REPARATIONS PROBLEM.

PARIS, May 29th.
The Belgian Government's proposals for a settlement of the reparations question, as recently submitted to the French Government, according to *Le Matin*, aim at securing a total payment of \$2,000,000,000 plus the yield from Allied participation in German industry, amounting to the extent of 25 per cent. Payment would be effected through the establishment of large companies throughout Germany, in which the Allies would considerably participate for the purpose of controlling the production and sale of certain commodities. The companies would also operate German Government monopolies, like the railway. Altogether, it is estimated that the Belgian proposals would yield £120,000,000 annually, or 8 per cent interest on £2,000,000,000.

LONDON, May 29th.
Events are moving quickly towards another attempt to settle the reparations problem, although, up to the present, there is no confirmation of the Berlin report that the German Government is sending three representatives to London in order to seek British advice.

On the other hand the German Government is negotiating with the industrialists in regard to obtaining their co-operation in making a new offer. The industrialists have offered £10,000,000 as their share with an annual sum of £25,000,000 to be paid to the Allies. The German Socialists declare that this is inadequate.

LONDON, May 29th.

Nothing is known in authoritative quarters in London in regard to the reported visit to London of three German representatives in order to sound the British Government in regard to the reparations proposal.

It is emphasised that the British Government's position in the matter has not changed, and there can be no question of Great Britain advising Germany in regard to an offer that may be acceptable by France and Belgium, as the question lies between France and Germany. Great Britain, though anxious that a satisfactory offer should be made, will not interfere.

BRUSSELS, May 29th.

Premier Poincaré has informed the Belgian Foreign Minister, M. Jaspas, that he will come to Brussels on June 6th for Franco-Belgian discussions on the reparations question.

CRISIS IN GERMANY.

LONDON, May 29th.

It is reported from Berlin that the position of Herr Cuno's Government is precarious. The powerful Centre Party, headed by ex-Chancellor Wirth are vigorously attacking the Ministry and even the Democrats, hitherto the strongest supporters of the Cuno Government, are discontented.

The Communist Party is apparently increased, and it is feared that the disorders in the Ruhr-area may spread to the unoccupied positions of Germany. Already there have been sporadic disorders in Saxony, while the situation at Berlin is said to be critical.

U.S. SHIPPING BOARD FLEET.

WASHINGTON, May 29th.
The Shipping Board has received a definite but informal offer for the purchase of the entire active portion of the merchant fleet. It is stated that the amount offered is about a billion dollars, and it is also asserted that the group making the offer have the highest financial standing.

U.S. LIQUOR RULING.

N.Y., May 28th.
The Times' Washington correspondent says that a careful study of the Supreme Court's liquor decision has forced the experts of the Treasury Department to the conclusion that there is little if any chance of meeting the desire of foreign interests.

The World's Washington correspondent says that Mr. A. Mellon (Secretary of the Treasury) has stated that he is trying to draft regulations to meet foreign objections, but that the Court's decision leaves him but little latitude.

THE DERBY.

LONDON, May 29th.
Following are the probable starters and riders in the Derby.—

Boldandbad...	J. J. Brennan
Skins...	H. Beasley
Pharos...	Gardner
Legality...	Hulme
Parth...	Walker
Papyrus...	Jelliss
My Lord...	V. Smyth
Chorus...	G. Smith
Portumna...	McGeo
Kilmaird...	Whalley
Ellangowan...	Elliott
Twelvepinter...	Carrasco
Town Guard...	Archibald
Knockando...	Douglas
Dorio...	Childs
Safety First...	Stokes
Riders not secured for Hyllas...	
Trifolial and Roger de Bauli.	

OBITUARY.

The death is announced of Lord Grantham.
(Lord Henry Grantham J.P., D.L., was the Viscount of 1016 of St. Oswalds Blacklow, in the county of Lincoln; M.P. for Lincolnshire 1883-1898; Chancellor of the Duchy of Lancaster 1883-1898; President of Board of Agriculture 1883-1892; M.P. (Unfinished); Wimbleton Division of Surrey 1897-1910; Deceased was in his eighty-third year.)

BRITAIN AND RUSSIA.

LONDON, May 29th.
M. Krassin had a prolonged conversation with Lord Curzon and it is understood that the latter was more or less satisfied with the Soviet attitude, except as regards propaganda. M. Krassin is communicating with Moscow on this matter.

*a light car
for home leave*

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UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

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BRANCHES.— Shanghai, Peking, Tientsin, Hankow, Canton, Manila, Yokohama, San Francisco and Hongkong.

D. M. BIGGAR,
Manager

EXCHANGE.

Hongkong, May 30, 1923.

On London—
Bank, Wirs ... 3/4
On demand ... 3/4-1/2
4 days' sight ... 4-1/4
4 months' sight ... 4-1/4Credits, 4 months' sight ... 4-1/4
Documentary 4 months' sight ... 4-1/4On Paris—
On demand ... 8/10
Oredits, 4 months' sight ... 8/10
On New York—
On demand ... nom.
Oredits, 60 days' sight ... 5/5On Bombay—
Wirs ... 17/4
On demand ... 17/4On Calcutta—
Wirs ... 17/4
On demand ... 17/4On Singapore—
On demand ... nom.
On Manila—
On demand ... 100/4On Shanghai—
On demand ... nom.
On demand ... 90/4On Yokohama—
On demand ... 110/4On London—
Bank Leaf, 100 fine (per tael) ... 47
Sovereign (Bank buying rate) ... 8.35
Silver (per oz.) ... 32-1

SUBSIDIARY COINS.

Hongkong 50 cents sub. ... par.

" " 2 p.m. 7.20 a.m. Every 15 Minutes.

" 3/2 dia. 7.20 a.m. to 11.00 a.m. 10 " 10 "

Canton coins ... 19.50 7 dia. 12. Nonstop. 10 " 10 "

Bar Silver in Hongkong ... 8/4 dia. 1.20 p.m. to 12.00 p.m. 10 " 10 "

Chinese Copper Cash ... 6 2 p.m. 1.00 p.m. to 2.20 p.m. 10 " 10 "

Chinese Copper Cents ... 6 2 p.m. 2.20 p.m. to 4.00 p.m. 10 " 10 "

Rate of Native Interest ... 8 2 p.m. 4.00 p.m. to 5.50 p.m. 10 " 10 "

Chinese Sub. Coin ... 19 2 dia. 5.50 p.m. to 7.10 a.m. 10 " 10 "

Hongkong Sub. Coin ... par. 7.20 p.m. to 9.00 p.m. 10 " 10 "

9.00 p.m. to 11.00 a.m. Every 30 Minutes.

11.00 a.m. to 1.10 p.m. 10 " 10 "

SATURDAYS Extra Car 12.00 Midnight

SUNDAYS 7.10 a.m. 7.20 a.m. Nonstop.

7.20 a.m. to 9.00 a.m. 7.20 a.m. Nonstop.

9.00 a.m. to 11.00 a.m. 7.20 a.m. Nonstop.

11.00 a.m. to 1.10 p.m. 7.20 a.m. Nonstop.

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3.00 p.m. to 5.00 p.m. 7.20 a.m. Nonstop.

5.00 p.m. to 7.10 a.m. 7.20 a.m.

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The Bank of Canton, Ltd.,
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Alexandra Edges, Chater Road.

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Building Contractors.
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Madame Lily—Alexandra Building.
Latest models and greatest from
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14, Queen's Road Central.

Mr. Atwell,
optician.

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Mo Chong, Photographer.
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Compradores.

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Compradores, Stevedores & Coal
MERCHANTS, Boats & Pilot supply.
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Regular fortnightly Service
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Crepe de Chine, Georgette and
Brocade Silks.

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Ladies' and Gent's Tailors,
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of all descriptions. Tel. Cent. 3380.

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(China), Ltd. 10-18 Connaught Road.

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Kwan Tye, General Stockholders
Wine & Spirit Merchant.
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LATEST SHIPPING NEWS

ARRIVALS.

Glenariffe, (J. M. & Co.) from
Shanghai—A5.

Yusang, (G. M. & Co.) from
Shanghai, Swatow—Co.'s Wharf.

Yatshing, (U. M. & Co.) from
Shanghai, Swatow—Co.'s Wharf.

Hai Foong, (Douglas & Co.) from
Foothow, Swatow—Co.'s Wharf.

Hydrogea, (Chin On) from
Swatow—Co.'s Wharf.

Nyanza, (P. & O.) from Yoko-
hama, Shanghai—A1.

Alipore, (P. & O.) from Moji—
A3.

Huichow, (B. & S.) from Tientsin,
Swatow—C45.

Suiyong, (B. & S.) from Canton—
B9.

West Cactus, (St. & Barry) from
San Francisco—Taku Bar Anchor.

Haiyuan, (Yuen Seng Fat) from
Canton—C16.

Proteus, (Larsen & Co.) from
Bangkok—C38.

DEPARTURES.

Kaijan, (B. & S.) for Bangkok,

Tjisalak, (U. C. J. L.) for Batavia,
Banks—May 29.

Soochow, (B. & S.) for Shanghai,
Amoy—May 29.

Yu Sang, (J. M. & Co.) for Canton—
May 29.

Fiume-L, (Dowell & Co.) for
Yokohama, Shanghai—May 30.

Tai Sang, (J. M. & Co.) for Tsing-
tao, Swatow—May 30.

Lake Farrar, (Ad. Line) for
Singapore, Hongay—May 30.

Huichow, (B. & S.) for Canton—
May 30.

Alipore, (P. & O.) for Bombay,
Singapore—May 30.

Tung Hing, (Shun Cheong) for
Fort Bayard—May 30.

Alzara Maru, (Sunil & Co.) for
Keeling—May 30.

West Cactus, (St. & Barry) for
Manila—May 30.

Halysan, (Yuen Seng Fat) for
Saigon, Swatow—May 30.

Tibadas, (U. C. J. L.) for Yoko-
hama, Shanghai—May 30.

The hours when the Hongkong Standard
time (8 hours fast of Greenwich)

WEATHER REPORT.

May 30d 11h. 35m.—Warning to
Hongkong, Coast Ports, &c. A
typhoon of unknown intensity
within 60 miles of Lat 16 N. Long
109 E, moving West.

May 30d 11h. 33m.—Pressure is
highest to the N.E. of the Bonins.
It has increased considerably over
N.E. Japan and decreased moderately
over S.W. Japan and at
Tourane. Changes are slight
elsewhere.

A V-shaped depression covers
Korea and the Sea of Japan.

The typhoon in the China Sea is
moving westward. It will probably
pass near Tourane this evening.

Hongkong rainfall for the 24 hours
ending at 10 a.m. today, 0.65 inch.

Wind—since Jan. 1st, 11.49 inches.

Forecast for the 24 hours ending at
May 31, 1923.

1.—Formosa Channel. E. winds,
moderate; variable, occasional rain.

2.—South coast of China between
Hongkong and Amakiri. E. winds,
moderate; variable, occasional rain.

3.—Hongkong to Gap Rock. E. winds,
moderate; variable, occasional rain.

4.—South coast of China between
Hongkong and Bahau. N.E. to E.
winds, strong, moderating.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)
"NIMBUS" 4th June London, Hull, Rotterdam and Hamburg
"NUMIDUS" 11th June London, Rotterdam and Hamburg
"ADRIATIS" 18th June London, Rotterdam and Hamburg
"TRIERSIAS" 26th June London, Rotterdam and Dunkirk

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"ELPHENOR" 1st June Miln, Havre, Liverpool & Glasgow
"PEMPEIUS" 20th June Genoa, Miles, Liverpool & Glasgow
"CYCLOPS" 4th July Miln, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
"ACHILLES" 9th June Victoria, Seattle and
"PHILOCETES" 3rd July Vancouver

NEW YORK SERVICE

(via Suez or Panama)
"OANPA" 6th June via Suez
"KREUMUN" 26th June via Suez

PASSENGER SERVICE

"TEIRSIAS" 20th June for Singapore & London
"SARPEDON" 9th July for Shanghai
"PYRRHUS" 26th July for Singapore, Marseilles & London
"SARPEDON" 7th Aug. for Singapore, Marseilles & London
"PATROCULUS" 4th Sept. for Singapore, Marseilles & London

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(John Swire & Sons Ltd.)

AGENTS.

POST OFFICE NOTICES.

GENERAL HOLIDAY.

On SATURDAY, the 2nd June, the G.P.O. and the Branch Post Offices will
be open as follows:—
G.P.O.—8 to 10 a.m.
Kowloon Branch—8 to 9 a.m.
Shewwan Branch—8 to 9 a.m. and 5.30 to 8 p.m.
Wanton, Taiyingshan and Kwaiyut Branches—8 to 9 a.m. and 5 to 6 p.m.
The Money Order Office entirely closed.
There will be no collection from the pillar boxes and one delivery of ordinary
correspondence as on Sundays and also one delivery of registered correspondence
from the G.P.O.

INWARD MAILED.

FROM WEDNESDAY, MAY 30.

Shanghai Japan Straits

THURSDAY, JUNE 1.

FRIDAY, JUNE 2.

SATURDAY, JUNE 3.